

Travel & Transport Topics

Conducted by Goodrich.

Work of some kind or other is being done on practically all of the gravel roads leading into South Bend. Gangs of road construction men are working on some of them, while on others farmers are showing enough interest in the good roads movement to make slight repairs as they are needed.

With the opening of the Michigan bass season last Wednesday many South Bend people are making early morning trips to nearby Michigan lakes. Many of the motorist anglers are claiming some catches of unusual size.

Another mile of the paved portion of the Lincoln highway is to be opened east of Osceola within a short time, according to a report among local motorists.

Work on the second floor addition to the Twentieth Century garage on Lafayette blvd. is nearing completion.

Finland has passed legislation, effective Jan. 1, 1922, classifying all roads according to the nature of their administration. The three classes are designated as highways administered directly by the state; highways maintained by the state and local roads. First class highways are defined as those having a width of from 15 to 23 feet; second class roads have a width of from 16 to 20 feet; while third class roads must be at least 10.5 feet in width. This move is one of the most progressive pieces of legislation that has emanated from the Finnish chamber.

The growing sentiment in favor of the construction of good roads is manifested in the state of California, based on the comparison of two highway bond issue elections. At the time of the first campaign the issue received a plurality of 12,786 votes, or about seven per cent of the total number of votes cast. Six years later another bond issue was floated. This time the issue received a plurality of 405,132 votes or approximately 60 percent of the total votes cast. Good roads have had a large part in the bringing of thousands of tourists to that state and the resulting prosperity in their wake.

Autoists starting on trips seldom give much thought to weather conditions except at the time of their departure. Conditions further along the road are also to be remembered. A severe storm might be brewing or in progress a hundred miles away and the motorist who proceeds blindly on his way will most likely run into it. The government

Week-End Motor Tours SOUTH BEND TO KALAMAZOO

Via Niles—Paved Roads.
0.0 SOUTH BEND. From Main st., go east on Washington st.
0.1 Turn left on Michigan st.
0.8 Cross bridge and turn right and immediately left.
5.8 Turn left across trolley and RR.
6.1 Turn right on single road.
9.6 Cross RR., coming on Third st.
10.9 NILES. Turn right one block on Main st.
11.0 Turn left on Fourth st.
11.4 Turn right and up grade.
11.5 Turn left over RR.
12.1 Pass standpipe on left.
17.5 Turn right at Xroad through

SUMNERVILLE.
18.8 POKAGON. Turn left with poles and travel.
24.1 Pass ball park and cross trolley.
24.5 Curve right and again right 24.8.
25.2 DOWAGIAC. Curve left in center of business district.
28.3 Cross iron bridge.
32.0 Cross stone culvert, then turn right on single road.
33.0 Turn left at Xroads.
33.5 Turn right on single road.
34.5 Turn left at end of road.
35.0 Turn right at Xroads.
35.0 Through Xroad.
37.4 Cross small bridge. Pass road on right 38.4.
38.9 Bear left at road on right.
40.0 DECATUR. Straight.
40.3 Pass water trough and curve left at end of street 40.7.
44.5—Pass Eagle Lake on left.
45.0 Turn right at Xroads.
45.8 Turn left around vineyard at end of road.
46.7 Through Xroad.
48.9 Cross RR.
49.2 Angle left into road from right.
49.6 Turn right at end of road at watering trough. Cross iron bridge 50.1.
50.2 PAV. PAW. Straight through. Curve right at water trough 50.8.
51.7 Turn left at Xroad at wood church.
53.3 Through Xroad.
53.7 Turn right on single road.
54.2 Reverse fork on left.
55.9 ALMENA. Straight.
59.6 Turn right at Xroad at church and cemetery.
60.4 Pass small lake on right.
61.9 Turn right with travel at end of road.
67.0 Meet and follow trolley.
67.9 Cross RR. and bear left with trolley.
68.5 KALAMAZOO. At court house, Main and Rose sts.

TELLS REASONS FOR POPULARITY OF THE "ALL SEASON" CAR

With the coming of the summer automobile touring season there is an increasing demand this year for the enclosed type of motor car. Within the past few years the closed car has made rapid strides in public favor as an all-season vehicle. That the favorable attitude of the public toward the all-season touring sedan or coupe is not confined to certain sections of the country is indicated in reports from automobile dealers throughout the United States. Dealers say that in the past year or two they have experienced considerable difficulty in securing closed cars in quantities sufficient to meet the demand of the spring and summer months.

"The reason for the high favor with which the closed type of automobile is regarded seems obvious," says Charles B. Voorhis, vice-president of the Nash Motors Co. "The well-built closed car affords, in summer and winter, a greater measure of comfort than is possible to obtain in the open type of vehicle. With windows lowered the touring sedan or coupe becomes an open car, providing unusual protection from dust, rain storms, and other summer disturbances. In the winter months, with windows closed and equipped with a heater, the sedan or coupe always are comfortable."

And comfort, after all, is the factor that most appeals to the present-day motor car owner.

maintains weather bureau stations all over the country. A telephone call to the station at any time will result in complete information as to weather prospects for the next 24 hours.

Up until May 28 of this year the legislatures of 11 states, convened in regular session, considered a total of 852 bills dealing with the motor vehicle. The states are Kentucky, Louisiana, Massachusetts, Mississippi, New Jersey, New York, Ohio, Rhode Island, South Carolina and Virginia.

On the other hand 13 states—Arizona, Arkansas, Delaware, Idaho, Indiana, Kansas, Nevada, New Mexico, Oklahoma, Oregon, Washington, West Virginia and Wyoming, met previous to May 28, but only four of them took up motor vehicle measures—Arkansas, Delaware, Kansas and Oregon. All the bills considered aggregated a total of 61.

In the Motor World News of the Manufacturers and Dealers.

From the beautiful San Jose valley of California comes a tire mileage story that sways the H. C. of L. in motoring. Mounted on a 24 passenger motor bus, one of two Miller cords blew at 49,987 miles and the other, at 53,000 miles, is still running.

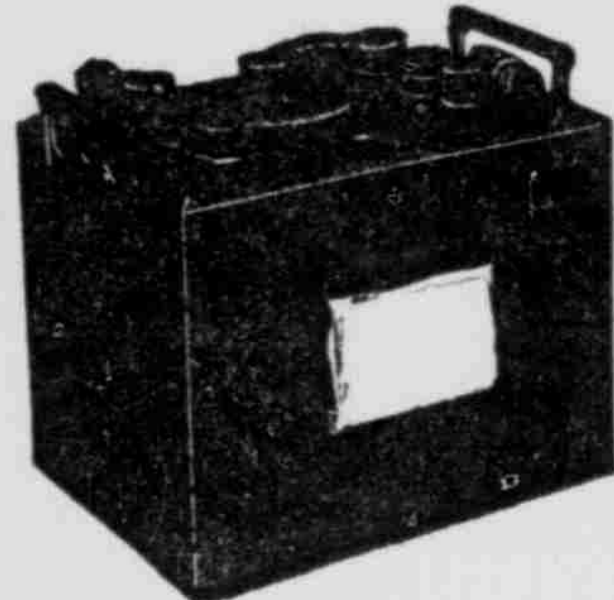
It is thru "freak" or unusual mileage tires such as these that tire manufacturing companies are increasing mileage for motorists. The ordinary procedure is to bring such tires back to the factory for laboratory experiment.

Here they are cut into sections and each examined to determine the kind of stock. A careful study is

made to find in what way their cure varies from the standard cure. Unusual facts are noted, and if these are substantiated in other tests, standards are changed to improve the regular line.

On the Ridge Route run of the A. R. & G. minor stage thru the famous Imperial valley of California, passengers get as sea sick as on the Atlantic or Pacific oceans. For 30 miles the big Miller shod buses do not have a 100 feet of straight road. Seven hundred and forty-six turns in 49 miles give the Ridge river the same dizzy feeling as the ocean voyage.

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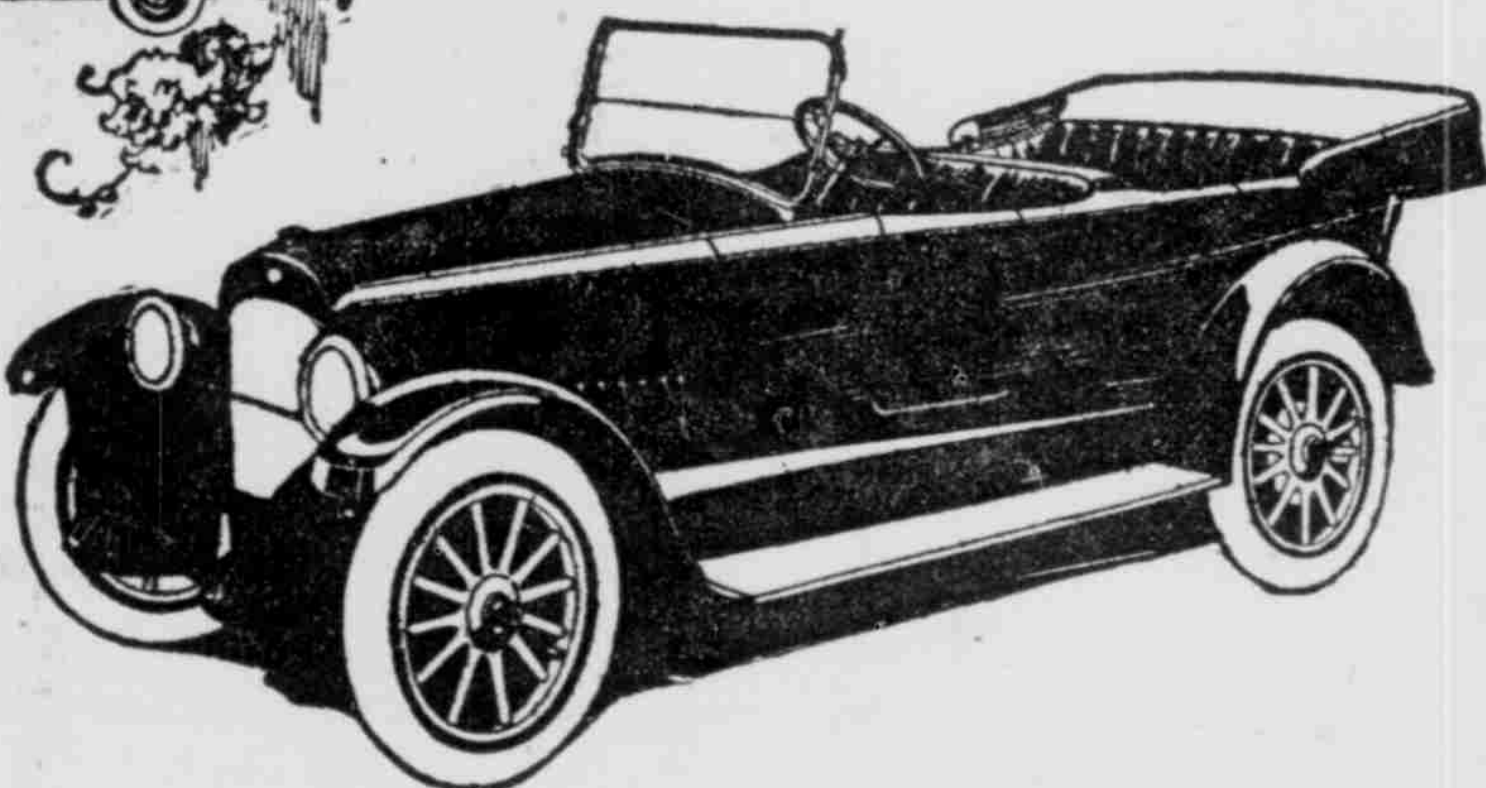
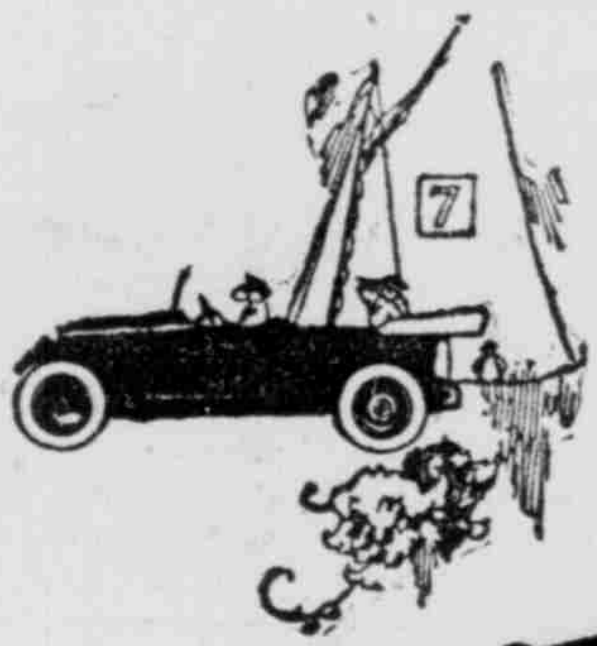
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ABBREVIATED SPECIFICATIONS

ENGINE—Four cylinders cast en bloc with Hot Spot and Ram's-horn intake manifold; cone clutch running in oil; transmission bolted to engine; bore, 3½ inches; stroke, 4½ inches.

GASOLINE SUPPLY—Capacity 10½ gallons; positive feed.

TRANSMISSION—Three-speed selective type.

STEERING—Left side drive; 18-inch steering wheel; irreversible worm steering gear, adjustable.

CONTROL—Gear shift lever in center of driving compartment and operated at right of driver; spark and throttle controls operated on quadrant underneath steering wheel; also foot accelerator.

WHEELBASE—124 inches.

TIRES—35 inches by 5 inches pneumatic cord.

REAR AXLE—Worm drive; semi-floating type; extra heavy malleable iron housing.

FRONT AXLE—Heavy drop-forged steel I-beam.

SPRINGS—Front, 38 inches long, 3¼ inches wide; rear, 32 inches long, 3¼ inches wide; both semi-elliptic.

FRAME—Pressed steel construction.

MATERIALS—All steel used throughout Maxwell trucks is made from our own formulae, as specified by our chief metallurgist.

CHASSIS EQUIPMENT—Electric generator, storage battery, electric head and tail lamps, electric horn, complete set of tools, including jack and tire pump with pneumatic tires, seat and fenders.

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